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SECRET

(When Filled In)

FILE INFO

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REPRODUCTION PROHIBITED

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ACTION	1	6	11	16
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	3	8	13	18
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IDEALIST

THIS IS AN OPS HAZARD REPORT

25X1 1. [] REQUESTS THAT A SERVICE BULLETIN BE INITIATED TO EQUIP THE U-2R WITH ONE (1) EXTERNAL REAR VIEW MIRROR AND TWO (2) INTERNAL COCKPIT MIRRORS.

2. AN EXTERNAL MIRROR IS CONSIDERED ESSENTIAL TO THE
 25X1 [] PILOTS. THEY [] USE IT AS THEIR PRIMARY MEANS OF
 DETERMINING IF THE AIRCRAFT IS CONNING, WHICH IS A MANDATORY ABORT ITEM ON PENETRATION MISSIONS. THE MIRROR IS THE ONLY MEANS TO CHECK THE TAIL AREA FOR SUMP TANK FUEL VENTING IN CASE OF A FLOAT VALVE MALFUNCTION. FURTHER, THE PILOTS HAVE BECOME ACCUSTOMED TO CHECKING THE TAIL CONTROL SURFACES BEFORE TAKE-OFF WITH THE EXTERNAL MIRROR.

25X1

3. INTERNAL MIRRORS ARE ESSENTIAL FOR CHECKING PRESSURE SUIT FITTINGS, CONTROL VALVES, CABLES AND CONNECTIONS. THE NEW HELMET VISIBILITY AND PRESSURE SUIT GLOVES RESTRICT THE PILOT FROM CHECKING THESE

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CLASSIFIED MESSAGE

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FUNCTIONS. THE POCKET MIRROR IS CONSIDERED INADE-
 QUATE, ESPECIALLY IN CASE OF A RAPID DECOMPRESSION.
 WE FEEL IT IS AN OPERATIONAL HAZARD NOT TO PROVIDE
 THE PILOTS WITH A POSITIVE MEANS OF CHECKING HIS
 SUIT FITTINGS, ETC.

4. THE RELATIVE LOW COST OF THREE MIRRORS IS CONSIDERED
 A CHEAP ENOUGH PRICE TO PAY FOR THE ADDED INSURANCE AND
 INCREASED NCISION EFFECTIVENESS.

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